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December 14, 2006

South Coast Air Quality Management District
21865 East Copley Drive
Diamond Bar, CA 91765-4178

Attention: Mr. Joe Cassmassi

Subject: Draft 2007 Air Quality Management Plan (AQMP)

Dear Mr. Cassmassi:

On behalf of the Asphalt Pavement Association (APA) we submit the following comments on the Draft 2007 AQMP. The APA represents 165 companies involved in the production and sales of hot mix asphalt (HMA) throughout the Southern California and San Diego areas. The APA is supportive of the South Coast Air Quality Management District's (South Coast AQMD) efforts to improve air quality in the area through reasonable regulations. Many of the APA members hold permits with the South Coast AQMD to operate HMA plants and associated equipment including conveyors, crushers and screens. Two of the measures in your Draft 2007 Air Quality Management Plan are of particular concert to our members.

It is anticipated that HMA plants will be impacted by BCM-01, listed in Group 4 (particulate matter sources) located in Appendix IV-A, District Stationary and Mobile Source Control Measures. The HMA plants currently utilize water sprays and baghouses to control particulate from operations. In addition, the facilities are currently subject to several local and Federal regulations that limit Particulate Matter (PM) from the operation of the facilities. The APA strongly requests that the South Coast AQMD utilize existing regulations to achieve the desired emission reductions from PM.

Currently, our members are subject to South Coast AQMD Rules 401, 402, 403, 404 and 405. These rules limit the opacity from particulate allowed at operations and limit the concentration and the weight of PM that can be emitted as a function of the quantity of the material processed on an hourly basis.

HMA plants are also subject to South Coast AQMD Rule 1157, which provides prescriptive measures for reducing PM from crushers, screens, storage piles, loading/unloading and haul roads. Our members are

currently maintaining control equipment and records to comply with each of these regulations.

On the Federal level, HMA plants are subject to Title 40 of the California Federal Regulations Part 60, Subpart I and Subpart OOO. The South Coast AQMD is delegated authority for implementation of these regulations. Both standards have limits concerning gr/dscf that must be met for baghouses as well as opacity standards that must be met for baghouse stacks, conveyors, crushers, screens, etc.

These regulations provide a regulatory structure that ensures the South Coast AQMD has sufficient authority over limiting PM emissions from HMA plant operations and limits on PM emissions which require operators to continuously maintain equipment in order to meet the standards.

Operators of equipment hold the best qualified technical resource to determine how equipment should be installed and maintained. BCM-01 lists under the proposed method of control to involve the South Coast AQMD in specifying performance standards for ventilation and hood systems requiring Continuous Opacity Monitoring Systems (COMS) and Bag Leak Detection Systems (BLDS) for baghouses and for requiring enclosures for processing equipment and conveyors. Operators are best qualified to determine how to comply with emission standards. If the South Coast AQMD decides to move forward creating regulations, consideration should be made to specifying emission limits rather than prescriptive measures for design and operation of equipment.

The second measure of specific concern is MSC-02 (Urban Heat Island). This measure provides specific guidance concerning pavement and building surface materials based on the reflective qualities of the material. Specifically, the measure provides guidance on the techniques used to lighten urban surfaces such as the use of concrete rather than asphalt. It is our concern that, although it may be unintentional, these statements will be interpreted to mean that the South Coast AQMD believes that concrete is a more environmentally friendly alternative to asphalt. This single characteristic (reflectivity) is but one of many that impacts the overall environmental impact of this particular pavement material. In fact, studies have shown that asphalt pavement is the single most recycled material in the nation. The U.S. Environmental Protection Agency reports that 80 percent of the asphalt pavement removed during widening and resurfacing is reused as part of new roads, roadbeds, shoulders and embankments. In addition to its other environmentally friendly properties, results of a recent study suggest that certain types of asphalt can help increase the rate heat is released from pavement at night.

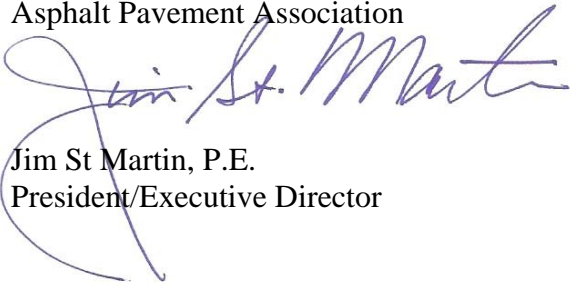
Regulation MSC-02 seems to look at just one aspect of pavements, namely color, that doesn't take into account the numerous other factors that need to be considered in pavement design. All pavements are engineered products that must be designed and selected based on a variety of criteria and considerations. Design engineers must consider many different aspects of pavement design including: traffic loading, existing soil conditions, speed of construction, smoothness, reduced noise, maintenance costs, improved safety and comfort for the traveling public, availability of local construction materials, and a project's initial costs to name but a few. The APA believes that more research needs to be conducted before making technical

recommendations on the pavement type selection process and building services or moving forward with regulation on MSC-02. Any strategy proposed in this area must recognize that the heat island impact is but one of many considerations that must be evaluated in the design process. The APA is available to provide additional technical information or partner in performing additional research in this area.

The APA appreciates the South Coast AQMD's consideration of these comments. If you have any questions, please feel free to contact me at (949) 855-6489.

Sincerely,

Asphalt Pavement Association

A handwritten signature in blue ink, reading "Jim St. Martin". The signature is stylized with a large, sweeping initial "J" and "M".

Jim St Martin, P.E.
President/Executive Director